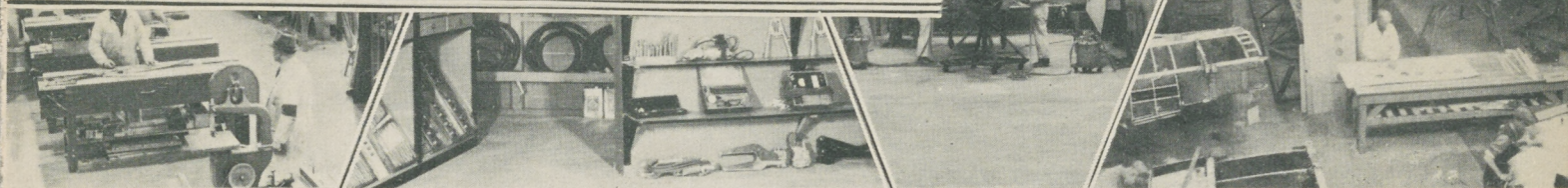
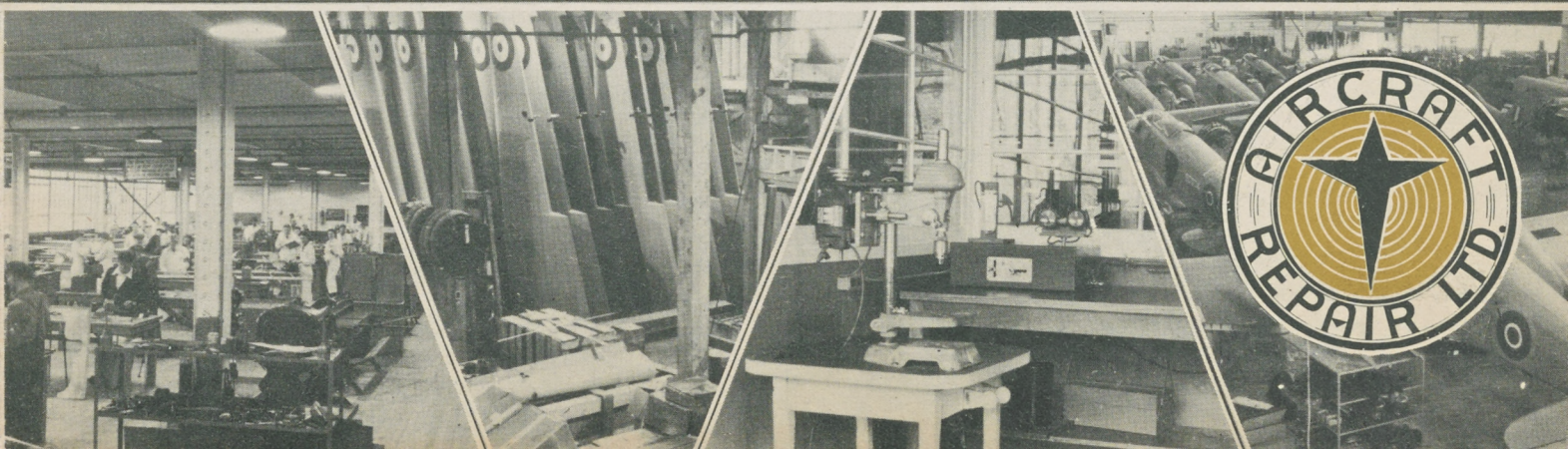


# The PLANESMAN



November, 1944





# BACKGROUND

Reprinted from "Intava World," March, 1942, without change.



## Air Line to the Arctic

Bales of fur ready for loading into the M.A.S. Fokker Super-Universal monoplane at Reid Island, N.W.T. Mr. Chitty, the Post Manager, is on the right.

### THE STORY OF THE MACKENZIE AIR SERVICE, LTD.

By PETER ELLIOTT

IN December, 1932, W. Leigh Brintnell, who even at that time was known throughout Canada for his flights over the Northland wastes and for his aviation executive ability, announced plans for the formation of an aviation company to be known as the Mackenzie Air Service, Limited.

That was nine years ago. The people of Canada, especially those of the Western provinces, look back on these past years as the most daring, the most romantic and the most thrilling of flying operations to Canada's far and expansive Northland. They are right, for during those years steel-nerved and keen-eyed men chalked up exploits in ski and float equipped aeroplanes that have written an epic of the North. Much of that epic was written by the Mackenzie Air Service, Ltd. — just "M.A.S." to any trapper, trader, miner, prospector and post-manager throughout the North.

In those ten years the fleet of the company has grown from the one aeroplane brought to Edmonton by Mr. Brintnell when he started the company, to the fourteen fast Northland-tested machines now operating under the name of United Air Services, Ltd. Three of these aircraft are modern twin-engined transports, the balance being

single-engined types particularly suited to the needs of the country.

United Air Services, Ltd., was formed in July, 1941, when the services of M.A.S. and those of Canadian Airways, Ltd., operating out of Prince Albert and Edmonton were co-ordinated under Manager Brintnell. This co-ordination was brought about following the purchase of the two companies by the Canadian Pacific Railway.

With Mr. Brintnell at the time of the formation of the original company was John A. Macdougall, who was an official of Western Canada Airways. As secretary-treasurer of the new company, Mr. Macdougall guided it through difficult financial periods when it suffered from growing pains to the adult air service as it stands to-day.

The territory served by M.A.S. itself has a prominent part in Canada's historical background and is almost as large as the whole of Europe. Discovered by Canadian explorers, the vast and often treeless lands brought terrible hardships and sometimes even death to these early Canadians. They made their slow way North down rivers through Indian territory. At many places they were forced to carry bale-laden canoes over portages to avoid swirling rapids. They took weeks, months, years to make their explorations of this great North-west.

To-day, the sleek, twin-engined aeroplanes of the Mackenzie Air Service wing their way Northward in a matter of hours—thousands of miles from Edmonton to the Arctic coast—from city streets to Eskimo villages.

These machines and the men that have manned them have opened the gate to the riches of the North—riches of furs, gold, silver, radium and a host of other precious metals. That gate will stay open now because Canada is realizing the vast wealth of the deposits of her Northland. The aeroplane has become the medium of getting at that wealth.

But the work of opening up the Northland was not easy. Landing the old-type aeroplanes on un-marked snow-blanketed wastes, charting the flight over thousands of miles of barren lands with inaccurate and uncompleted maps, and riding safely through the northern blizzards and snowstorms were not easy. Neither was tying-down

(Continued on Page 19)



The first summer landing of the M.A.S. Bellanca "Aircruiser" on floats at Yellowknife in June, 1939. In the foreground is a dog-team which has brought in the southbound mail for transference to the Bellanca seaplane.



# DEVELOPMENT



● The original "Aircraft Repair"—division of Mackenzie Air Service.

History of the present Aircraft Repair Limited plant goes back two and a half years. Story of the preliminary growth and problems of the project is told in the first issue of the "Plant Bulletin" (now "Planesman"). The July, 1942, copy gives details.

"This plant was the result of a great deal of concentrated effort and an endeavor to give impetus to the purposes of the British Empire Air Training Plan.

"In April, 1941, the first 25 employees moved to No. 1 Plant, then only partially completed, and were primarily employed at that time in the assembling of Fairey Battle aircraft. This work for some time previously had been done at No. 2 hangar of the Edmonton airport.

"Equipment and machinery for the various departments in the new plant were only arriving and necessary additions to the personnel were daily taking place."

The paper then reminds "those of you who were employed here at that time know the

difficulties encountered in our effort to turn out aircraft and at the same time complete installation of equipment and machinery as it arrived. Gradually departments were taking shape and began to function, not too effectively at first, but the combined effort of personnel and management soon made itself felt in the work of turning out completed jobs for the various air training schools in the west.

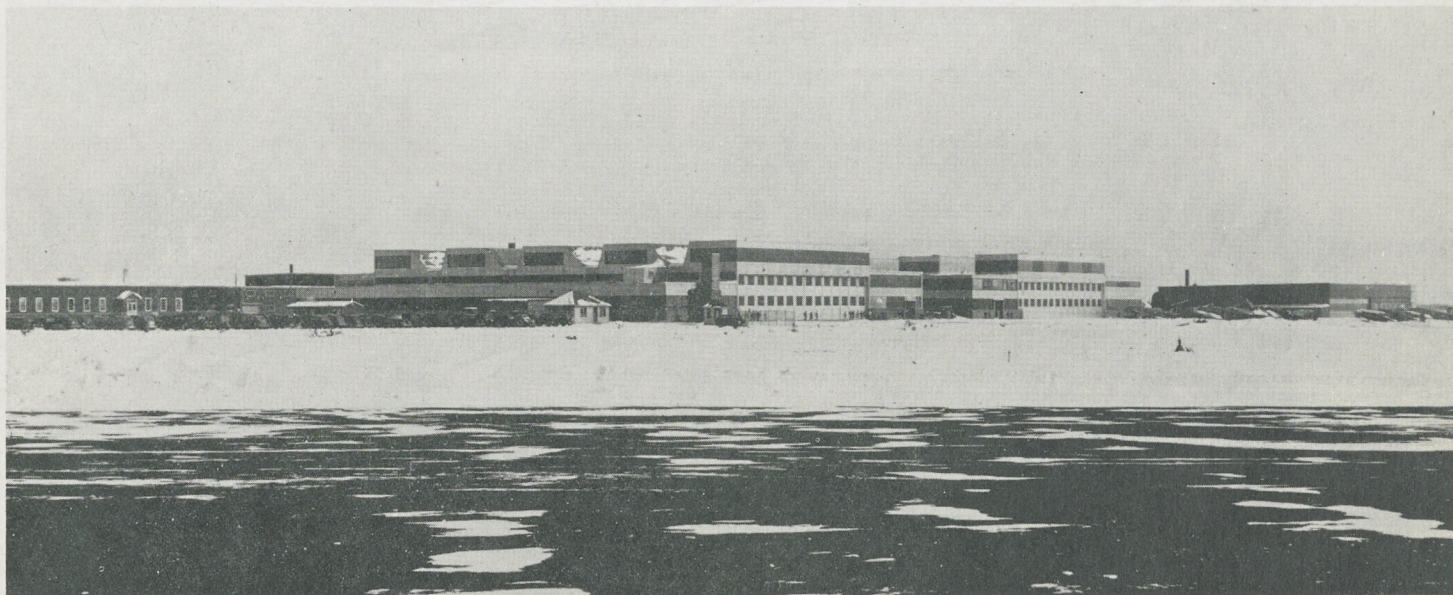
"With prodigious growth in the number of people employed," the paper continues, "it was only natural that we would run into difficulties as the great majority of our new employees were unskilled in aircraft overhaul work, but due again to close co-operation between employees and management, these difficulties were gradually overcome and work proceeded at a normal rate."

Posing the question, "How many of us realize the vital importance of this work and its relation to the success of the British Empire Air Training Plan?" the bulletin continues:

"In order to train pilots, air observers, navigators and other air crew, it is necessary to provide and keep the various schools supplied with airworthy aircraft. When planes, engines or parts are sent here, our job is to overhaul them as quickly as possible and get them back on the job. And this is just what we are pledged to do—"To Keep 'Em Flying' by getting the aircraft out of here in first class shape without loss of time.

"We know we are being paid for the work we do, but our aim and purpose should go farther than that and we should put into our work something of ourselves, so that when the job leaves us it can be said it was a credit to the men who worked on it.

"There are few of us who do not have relatives and friends in our fighting forces. Are we going to let them down when they will need every ounce of effort we can put into this job? "Our job, then, is to 'Keep 'Em Flying' by turning out from this plant the necessary aircraft to enable air crew to hasten the day of victory."



● The present buildings used by Aircraft Repair Limited.





Left to Right: Ron Morris (Department News), Bert Bladon (Design), Jacques Moon (Recreation News), Bob Torrance (Special Services Director), Ralph Hollingsworth (Production Committee News), Muriel Peters (Compilation), Edith Jones (Photography). (Inset) Bud Cowan (Illustrations), Pat Conroy (Features).



When Mart Kenny and his Western Gentlemen played a CBC national network show from our No. 4 it was the first broadcast of its kind originating from a war plant.

# Special Events

Commemorating the occasion of our 1,000th plane and 1,500th engine overhauled and repaired, a ceremony was held in October, '43.

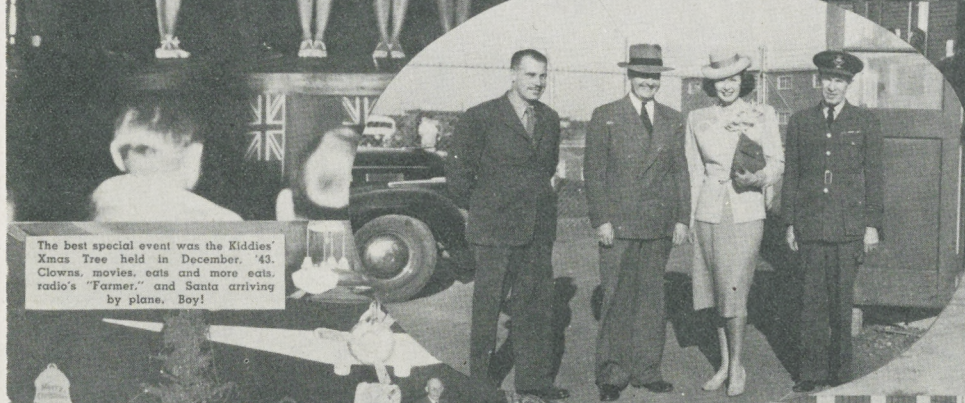


Above—People

Left—Massey-Harris "Combines of '44", organized for the entertainment of troops in training, stopped off en route across the country to put on a bang-up show for us.

In Oval—Gail Patrick, movie actress from Hollywood, helped with our Sixth Victory Loan. Escorts are Jack Moar, planning and production; Gordon Henry, war finance publicity vice-chairman; and S/L W. J. McGrandie, airforce inspection detachment.

Below—More people



The best special event was the Kiddies' Xmas Tree held in December, '43. Clowns, movies, eats and more eats, radio's "Farmer," and Santa arriving by plane. Boy!



And still more people

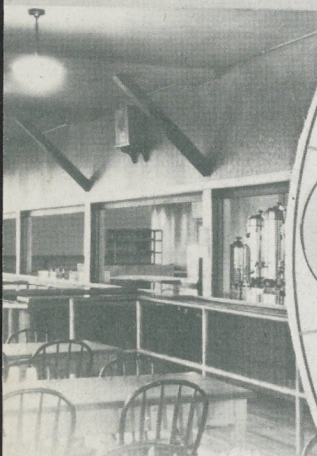




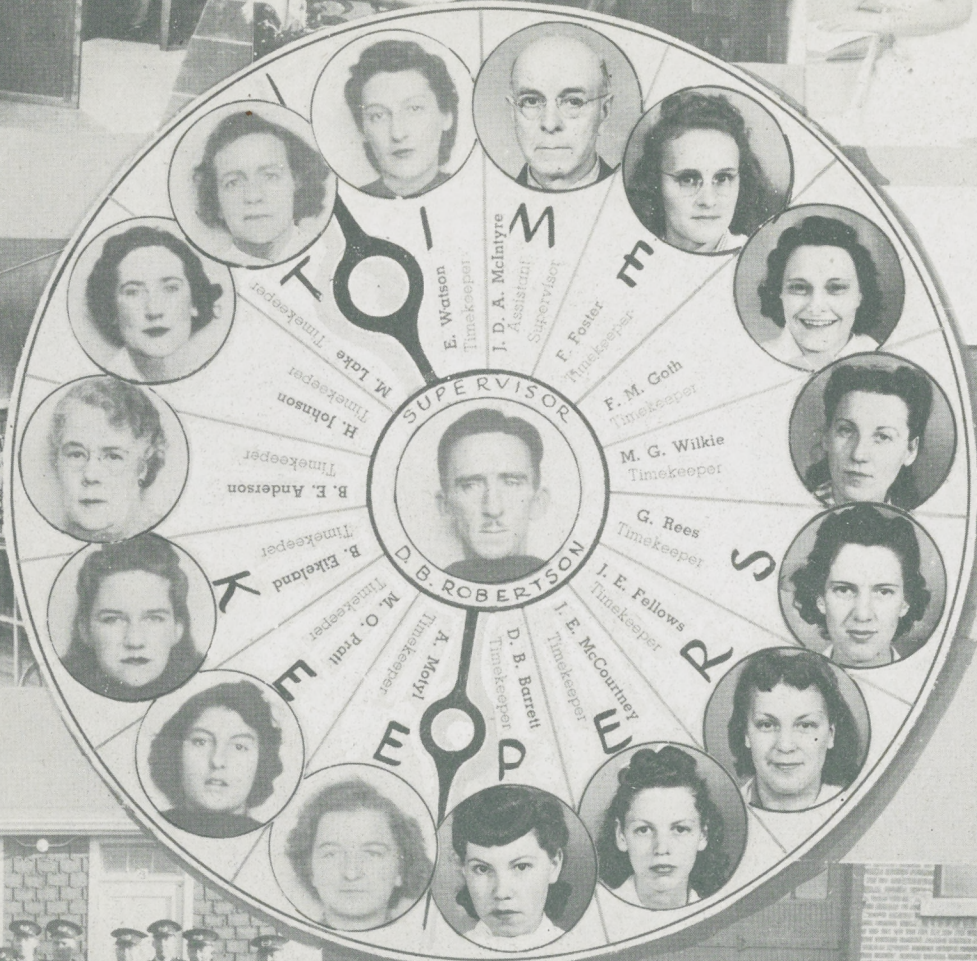
Time Office



First Aid



Cafeteria



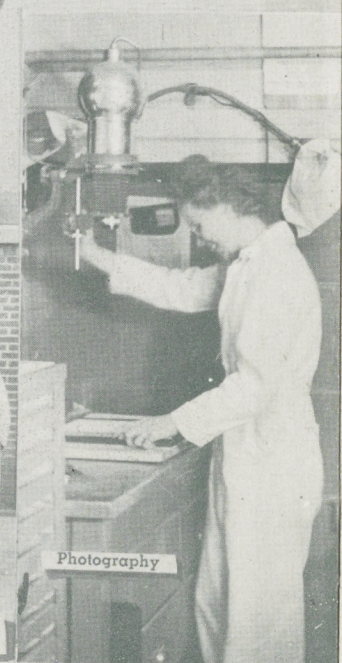
Cafeteria



Security Department



Sheet Metal and Tool Room Blood Donors, organized by Ernie Moore



Photography



A.I.D.



A. A. Leitch

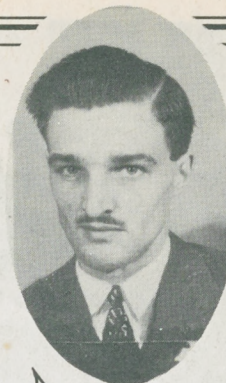




J. Hunter  
General Manager



J. Moar  
Planning and Production



George Taylor,  
Assistant Plant  
Superintendent



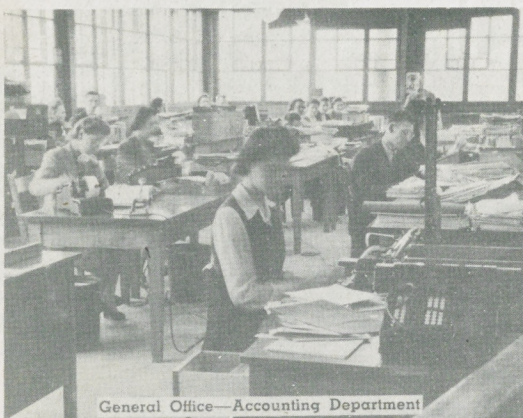
W. L. Brintnell  
President



R. N. Gibb  
Comptroller



C. G. Christie  
Chief Engineer



General Office—Accounting Department



General Office—Filing Department



General Office—Purchasing Department



Stationery Stores



Multigraphing Department



I.B.M. Room



Switchboard Operators



Stock Accounting. (Inset) Wm. Fletcher





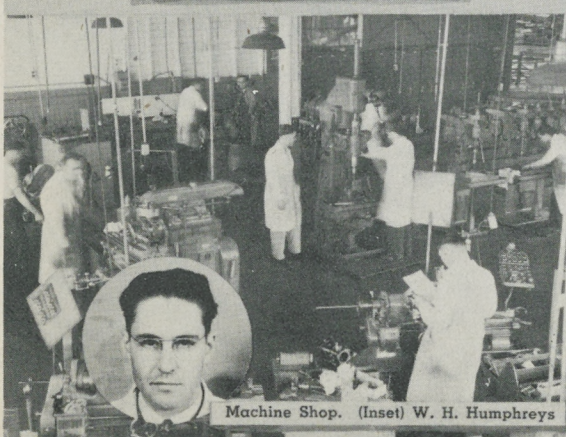
A.R.L. Inspection



Electrical Accessories. (Inset) H. Egar



Engine Room. (Inset) A. Cunningham



Machine Shop. (Inset) W. H. Humphreys



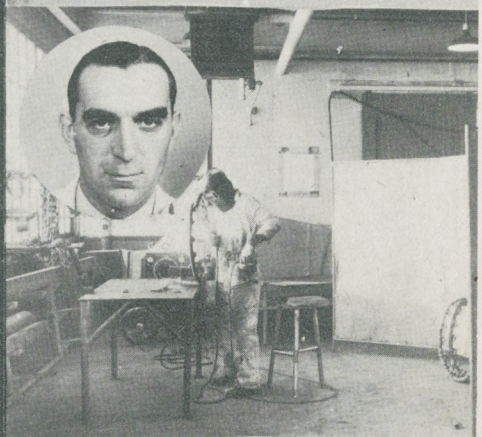
Heat Treating Department. (Inset) J. G. Kelly



No. 2 Tool Room



Tool Room Staff



Welding. (Inset) A. Bertrand



Instrument Department.  
(Inset) I. Russell



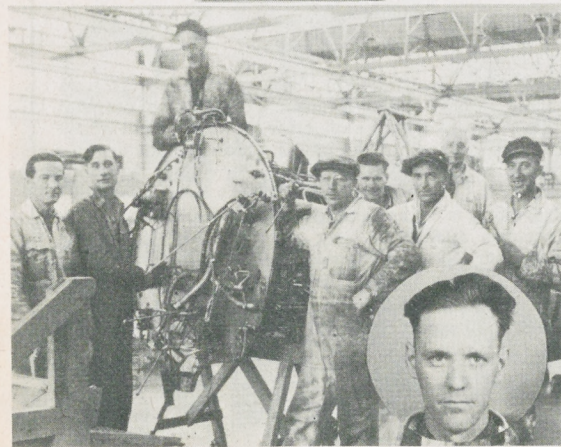
Plant Supt. J. J. Bowen and Asst. Supt. George Taylor



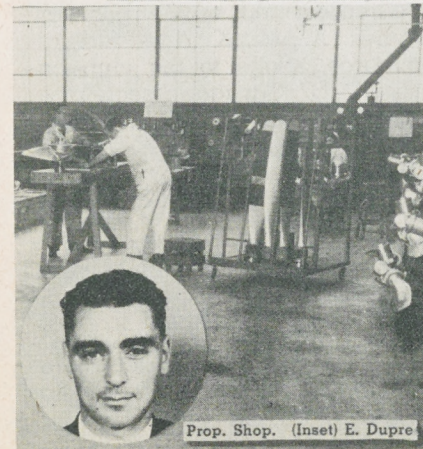
Maintenance



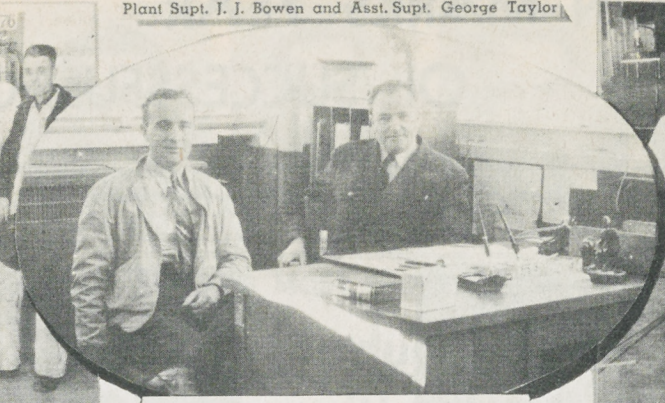
Receiving Department



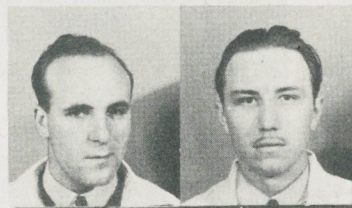
Dismantling Crew. (Inset) C. M. Cummings



Prop. Shop. (Inset) E. Dupre



H.S. CARLSON J. RUTTER



W. DEWAR K.L. WIGHT



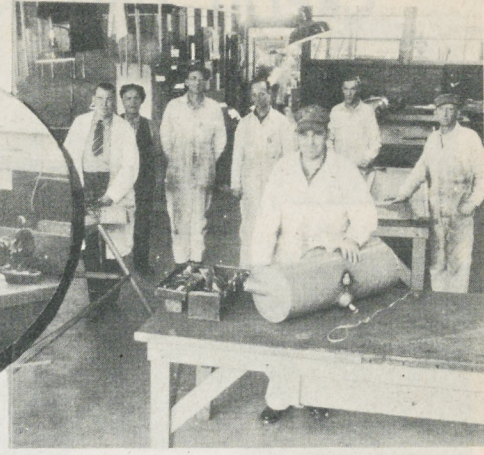
A. TAYLOR C.H. GROULX



B.E. JONES G.W. BRIGGS



Kits



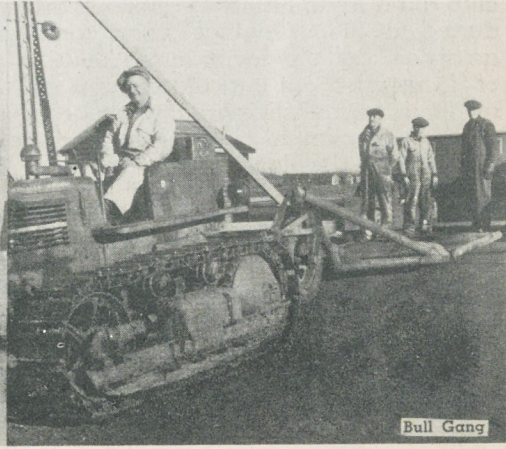
Radiators



Woodworking. (Inset) C. A. Lashbrook



Sheet Metal Department. (Inset) C. Ott



Bull Gang



# CREDIT UNION MARKS YEAR OF SUCCESSFUL OPERATION

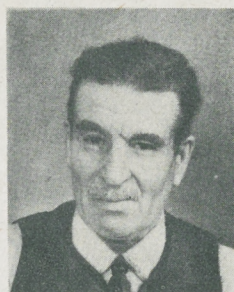
## OFFICIALS OF THE EXECUTIVE



J. HARROLD  
Treasurer



A. HOWARD  
President



C. HUSTWICK  
Vice-President

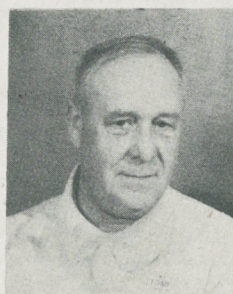


B. TORRANCE  
Secretary

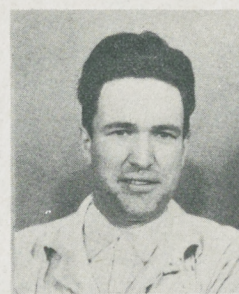
MRS. A. KEMP  
G. CRAIG  
G. LYSE  
L. FEKA



W. MJOLNESS  
Chairman, Supervisory  
Committee



J. O. MCCOY  
Chairman, Credit  
Committee



L. PURCELL  
Chairman, Educational  
Committee

G. FOSTER  
H. BECK  
C. E. LYNN  
D. E. BERRY

The NORTHGATE SAVINGS & CREDIT UNION held their first meeting for discussion of organization plans on May 7th, 1943. At the beginning of operations the Credit Union started out with 11 members, and has since grown remarkably. Number of members which have been accepted since inception now totals 167.

In just a little more than one year of operation, the Northgate Savings & Credit Union has made 95 loans, amounting to \$5,890.00. Total shares purchased by members since organizing amount to \$3,598.55. There has been a total of \$468.55 placed on deposit; \$129.10 received from interest on loans; \$1.50 collected in fines and \$41.00 collected in entrance fees. (One of the "highlights" of the past year was an address given at a special membership meeting on June 28th, 1944

by Mr. Jim Robertson of the Swift's Credit Union upon his return from the CUNA convention at Madison, Wisconsin. He pointed out that Alberta had the distinction of leading all other provinces and states on the continent for the number of organized Credit Unions at that time.

The aim of Credit Unions is to help neighbors to help one another and to instill the practice of thrift . . . by putting money to its best use in profitable enterprises. In this respect the NORTHGATE SAVINGS & CREDIT UNION has justified its organization. The executives of the Credit Union meet regularly on the first Wednesday of each month at 7:30 p.m. in Room 710, Tegler Building.

## FOREMEN'S CLUB

One of the first of its kind in these parts, our Foremen's club did a lot to further its motto "Partners in Production" during its life. Original group confined itself to social activities, but the re-organized club in the early spring of '44 stepped out and did a good job. Assistance was given a foremanship training program, a series of talks on postwar planning was given, and aids to better supervision were developed.

Bob Jowett, genial woodworking foreman, headed the club, assisted by Alex. Cunningham, engine shop supervisor. Secretary-treasurer was Ray Proctor, while other members of the executive included Fred Tappenden, by-laws and membership; Barney Jones, negotiating committee; Adrian Magrath, social committee; and Bob Torrance, educational committee.

The late M. J. Hilton, company training supervisor,

handled the foremanship training conferences. The three levels of government were represented in the postwar planning series. Hon. James A. MacKinnon, federal minister of trade and commerce, spoke to the club on Dominion proposals, while H. D. Carrigan, secretary-treasurer of the Alberta postwar reconstruction committee, discussed provincial plans at another meeting. Local ideas in the postwar field were presented by Reg. T. Rose, executive secretary of the Edmonton chamber of commerce.

Feature of some of the later meetings of the club were the "grouse periods," in which inter-departmental difficulties in the way of supervision were clarified.

Adrian Magrath, plant social maestro, organized some dandy "extra-curricular" functions for the club; highlight of this program was the "Ladies' Nite."





M.E. BRADBURY



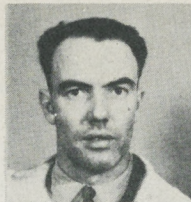
K.L. GOULD



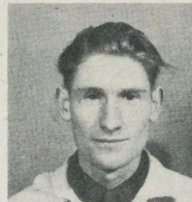
K. ANDERSON



L. VALANTINE



F.M. MAYGARD



E.J. BROUGHTON



K.H. KILDUFF



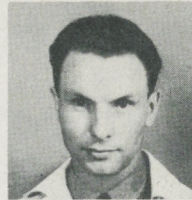
L.W. BINNIE



R. PREUS

YOUR MOST RECENT  
**Joint Production  
 Committee**

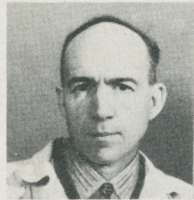
AND A FEW EARLY AWARD WINNERS



L. SHULTZ



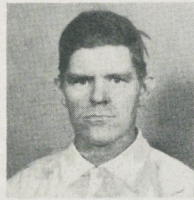
F.T. DAL SIN



A.B. FITZSIMON



H.E. OLSEN



R. LEENSBAK



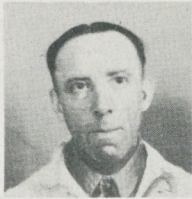
P.M. MACRITCHIE



J.A. HAMMOND



J. PEDEN



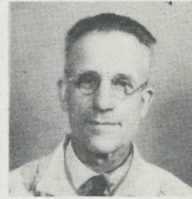
J.A. BELL



F. HASSEN



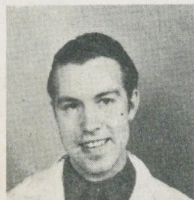
H. DETWILLER



J.N. FIES



A. LACHAMBRE



R.S. OLDRING



E. JACOBS



J.W. MORTON



M. KLEPARCHUK



W. WELCH



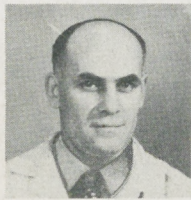
J.L. FLEMING



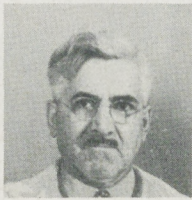
E.H. STAPLETON



G.S. ERVIN



B.E. SOLLITT



G. YOKSIMA



T.J. BOON



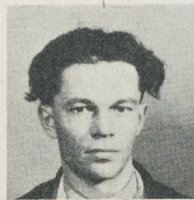
E.R. MOORE



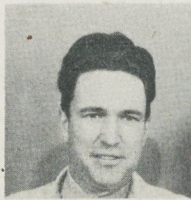
J. DAVIES



M.M. WYNNYCHUK



R. PODHANIUK



L.W. PURCELL



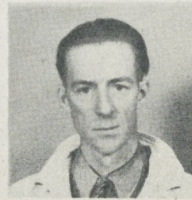
V.E. LOOSE



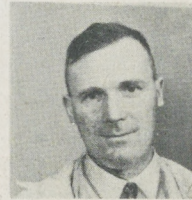
A.H. BLACKBURN



L.W. LILIEDAHL

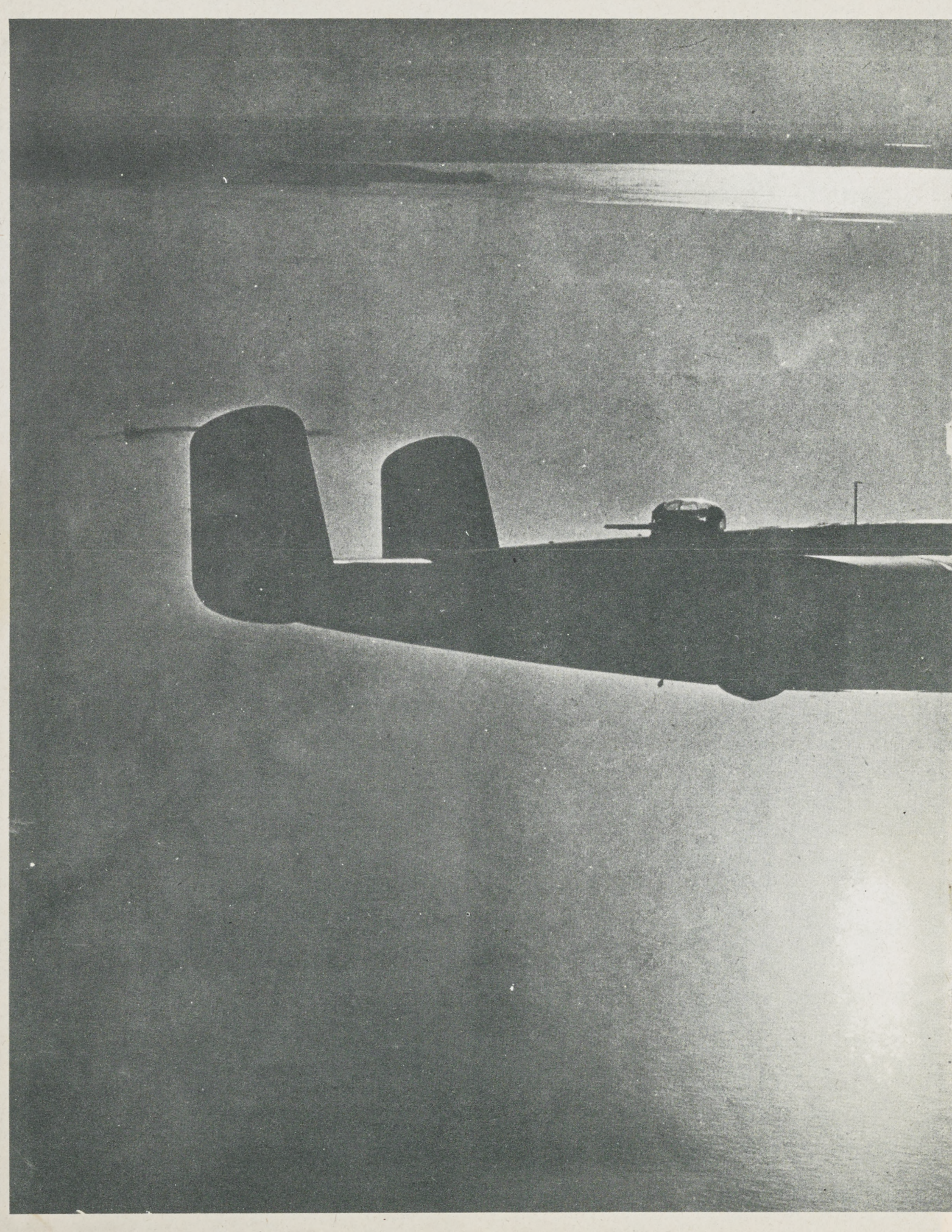


D. MACKENZIE

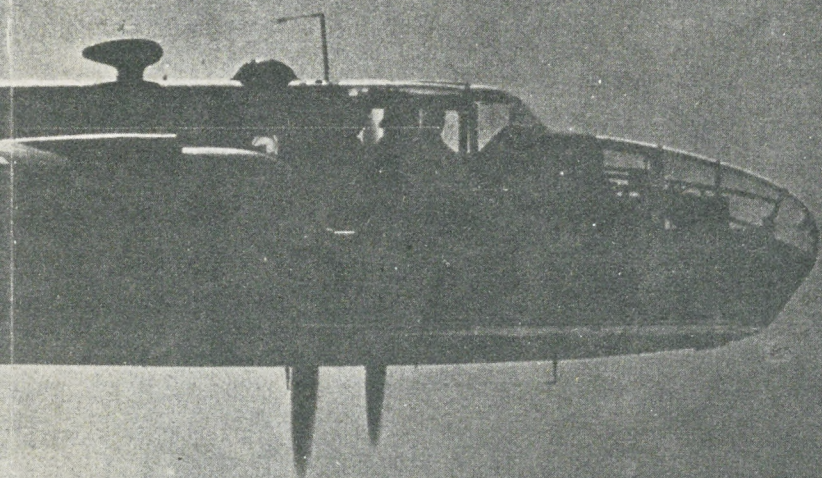


G. REID









IN TRIBUTE TO THOSE ON THE  
FIGHTING FRONT PARTICULARLY  
THOSE FROM OUR OWN MIDST



## A TRIBUTE . . .

to those persons  
who participated in

## THE EMPLOYEES' SUGGESTION PLAN

### AIRCRAFT REPAIR LIMITED

P.O. BOX 517  
EDMONTON, ALBERTA

November, 1944.

July 14, 1942, nine employees held the first meeting of the Joint Production Committee in the Cafeteria of Aircraft Repair Limited. The purpose of this meeting was to explore the possibilities of organizing the Employees Suggestion Plan as detailed by the Aircraft Industry Relations Committee. Through the use of Suggestion boxes, employees could present their ideas to management; ideas to increase production and production efficiency.

Over night, employees recognized the many opportunities of this Plan, and within a few hours many suggestions were ready to be analysed. Suggestions concerned anything from a small detail of one specific operation, to general ideas on the overhaul system.

At this time let us pay tribute to a few of its members. Men like H. A. Brown, H. W. Hayter, J. Hoar, A. Cunningham, C. B. Hornby, J. J. Bowen, C. Taylor, N. J. Hilton, C. C. Christie, W. Plommer, R. L. Campbell, R. Preus, J. Dickson, W. J. Dick, T. Iavery, P. McRorie, R. Stringer, E. Graf, W. Conoly, W. Failing, L. Purcell, M. Burton, G. Pushor, R. N. Hollingsworth, J. Galavan, R. Proctor, W. Dewar, and K. Kennedy.

Let us also pay tribute to the hundreds of our employees who were constantly studying their jobs and discovering ways to get things done faster and better; to reduce waste and accelerate volume.

Shown on this page are three of our fellow employees, Mr. G. Baxandall, Mr. H. Kleparchuk and Mr. E. M. Dennis who were successful in winning major awards.

Aircraft is, and will be, the spearhead of attack. We have contributed vitally towards Victory.

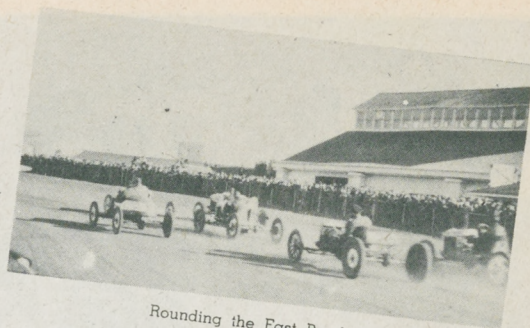




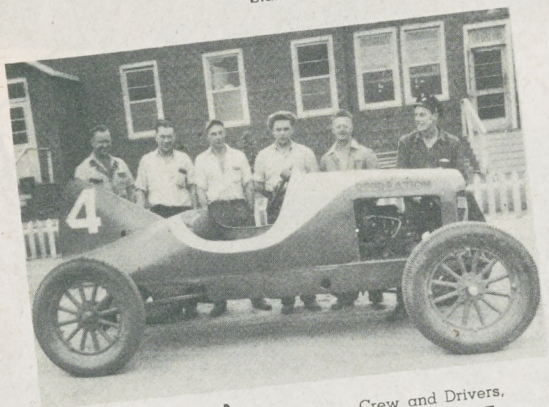


Starting Line.

# RECREATION REVIEW



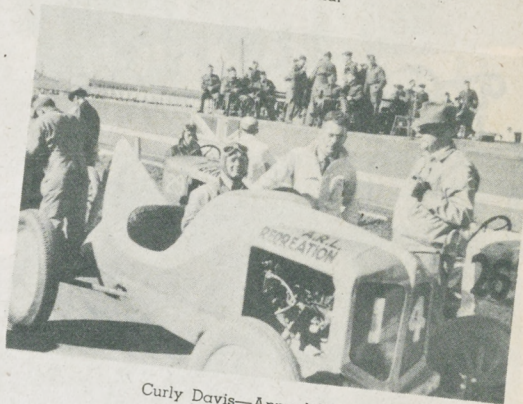
Rounding the East Bend.



Crew and Drivers.  
A.R.L. Model T.



Gordon Ruiter—City Champ.



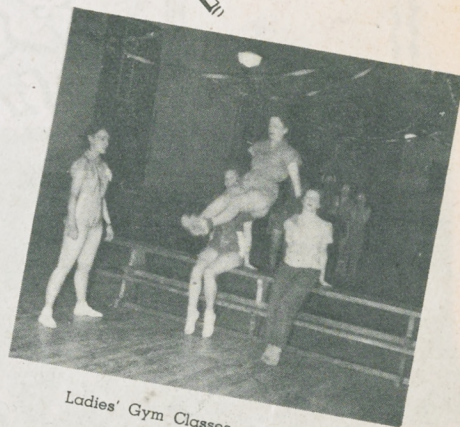
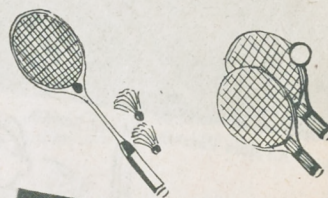
Curly Davis—Annual Winner.



Men's Gym Classes at Y.M.C.A.



At the Range Rifle Club with A.R.L. Members.



Ladies' Gym Classes at Y.W.C.A.



Competitors at the Annual Golf Tourney.



Checking the Entries.



"Big Four" at Edmonton Golf and Country Club.





Tennis Club Members.



Sports Association Executives.



Let's sit this one out.



Stores All-Stars Finalists—Mixed Section.

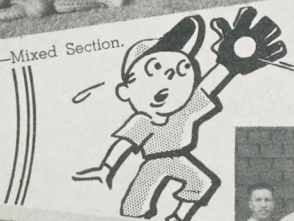


Junior B Champs. A.R.L. Girls' Fastball.



Mixed Section Winners

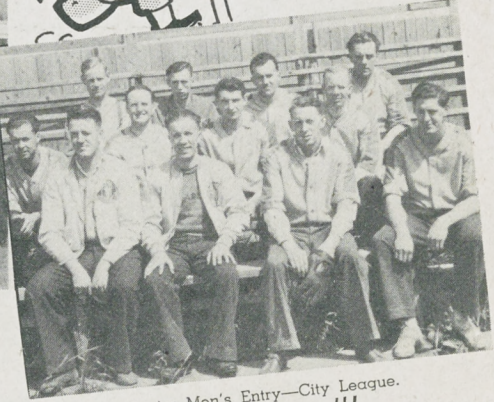
—Sheet Metal.



Inter-Department Champs (Mixed).



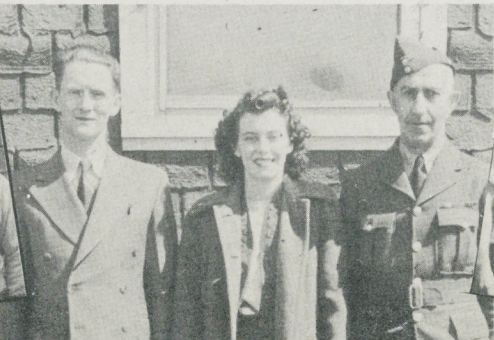
Winning Team—Men's Inter-Department Finals.



Senior Men's Entry—City League.



Top Team in 1943-44 Bowling League—"Electros."



Winners of High Singles—Bert Bladon and Jean Rourke. Bowling Manager—Sgt. Detmold.



P.40's. Runner-up Team in 1943-44 Finals.





A.R.L. Orchestra in its Infancy.



Orchestra grows up under the leadership of Pete Pullishy.



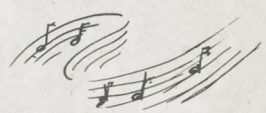
Employees' Children enjoying A.R.L. Christmas Party.



Entertainment Association Executive Committee.



Glee Club in rehearsal at Edmonton Public Library.



A.R.L. Girls' Club meets.



The Annual Halloween Party.



Girls' Club holds successful St. Patrick Dance at Y.W.C.A.



Grand march at Saddle Club Banquet.

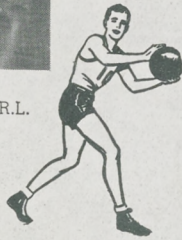


Dance time at Briercrest Clubhouse.

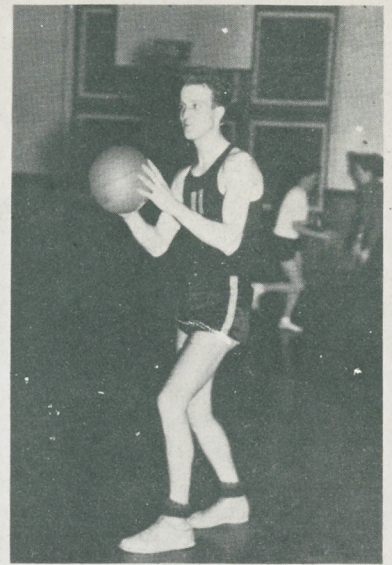




She shoots—She scores. A.R.L.  
Girls in action.



Girls' Basketball. Coach—Ralph Hollingsworth.



Ken. Shaw—Men's Senior Circuit.



Men's City League  
Basketball. Manager—  
Frank Methuen.



Wednesday night with  
the Swimming Club at  
the Y.W.C.A. Pool.



Saddle Club Members  
pose in Briercrest Club-  
house.



Swimming Club Executive Committee—Jill Brown, Marg. Ross,  
Kay Elliott, Bert Bladon.



Riders ready to go out on evening exercise.



the aeroplane on a snow-swept plain and keeping the engine and oil from freezing-up in the 60-below-zero temperatures. Canvas hoods and "fire-pots" kept the engine from freezing. The oil, like gold to the pilots, was drained into tins and taken into the tent to be kept near the stove.

But there was no turning back. Day after day the aeroplanes and pilots of M.A.S. winged their way Northward. The only lay-offs came in the Spring and the Fall. While the country changed from Winter to Summer, the machines were given complete overhauls and changed from skis to floats, then back to skis the next Fall. There are still no land airports in the country served by the company and the aeroplanes still fly North equipped with either skis or floats.

The company's aircraft are fitted with two-way radio telephone sets and radio compasses. In spite of the terrible weather handicaps and lack of radio beam stations, the company claims a safety record that cannot be surpassed by any company in the World. The airline has never lost a passenger's life.

Leigh Brintnell inaugurated the first flight for the company from Edmonton to Great Bear Lake on January 1st, 1933, carrying a load of fresh green vegetables to the Eldorado mine in weather registering 68 degrees below Zero. On January 6th, 1933, he brought three prospectors into Edmonton, to complete the first company flight.

In the following month, the company's other pilot, Stan McMillan, made a mercy flight from Peace River to Stony Creek, near Fort St. John, in northern British Columbia. He took medicine and clothing to a band of Indians who were starving and some of the tribe were dying of influenza. These mercy flights became almost routine for the company's pilots as the years progressed.

The second machine of the company was brought west to Edmonton a few months later by Pilot Matt Berry, who by that time had joined Brintnell's flying staff. A third machine was purchased in June, 1933—a Fokker F-14 monoplane, first of its kind ever to appear in Western Canada.

The company's records for the last six months of that year showed: 170 passengers, 295,937 pounds of freight and express flown by the airline into mining fields of the North out of Edmonton and McMurray. The highlight of the first year of operations was the moving of 100,664 pounds of freight from Fort Norman to Fort Franklin, a round trip of 180 miles, in 11 days by Leigh Brintnell in the company's Fokker, averaging five trips per day. It was a rush job with the fierce northern Winter only a few days off.

The mining fields of Yellowknife, Goldfields, Port Radium, Fort Rae, Gordon Lake, Outpost Island, Fort Norman—from McMurray to the Arctic Ocean—are all served by the company. But the vast and timberless trapping lands have provided many a load for the northern aviator. One load of furs, taken out by Brintnell himself in 1934, jammed the cabin of the



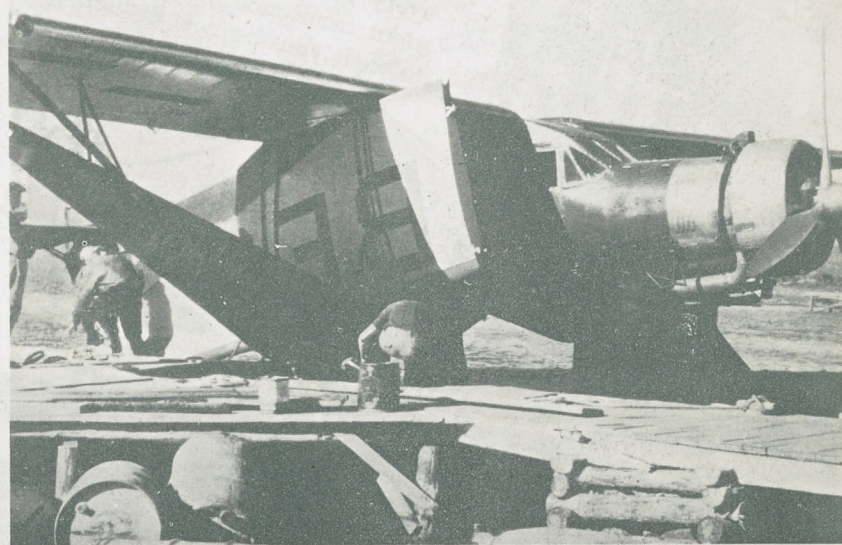
Aklavik, the far-northern terminal of Mackenzie Air Service, Ltd., 1,540 miles north of Edmonton. Except for the staffs of small religious schools, a Royal Canadian Mounted Police post and a Royal Canadian Corps of Signals post, the inhabitants are mainly Eskimos.

aeroplane. Weighing 1,840 pounds, the load was worth \$125,000. There was only room in the huge Fokker for the pilot.

Every year the company's pilots play "Santa Claus" to the residents of the Far North. Turkeys with all the Christmas "dressings" and "good eats" are taken North to the lonely outposts by the pilots. More often

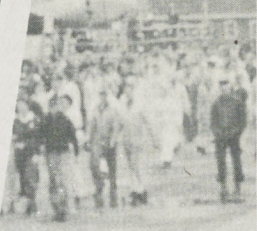
(Continued on Page 22)

W. Leigh Brintnell, founder and President of Mackenzie Air Service, Ltd., and now manager of United Air Services, Ltd.



One of the many difficult tasks undertaken by Mackenzie Air Service, Ltd. A Stinson wing was flown 60 miles east of Yellowknife to permit a damaged seaplane to be salvaged before the freeze-up. If this flight had not been made salvage operations would have had to be postponed until the following summer.





# The PRESIDENT SAYS...

"This final issue of our plant magazine marks the finish of our work together in war. As a Company we have made an outstanding contribution to the success of the Air Training Plan which, in turn, has played, and will continue to play, the greatest part in the conquest of our enemies.

Each one of you individually has done a magnificent job in making this all possible for our Company. It is a great regret to me that our association is ceasing. However, we must obey the orders of our Government. I want to take this opportunity of thanking each and every one of you for the fine job you have done, the great assistance you have been to this Company and to wish you the best of luck and success in the future."

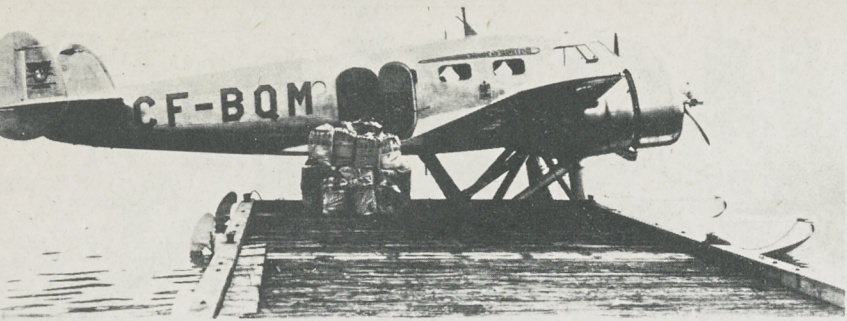
W. L. Brintnell

W. LEIGH BRINTNELL,  
President.





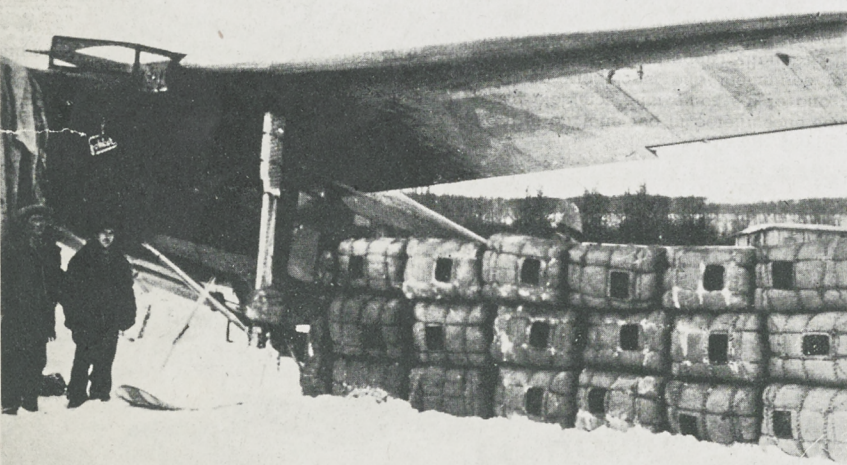




A Barkley-Grow ten-seat seaplane of Mackenzie Air Service, Ltd., at the Edmonton seaplane base ready to load up with the northern mail.



W. Leigh Brintnell and Stan McMillan with the first load of radium concentrate weighing 3,500 lb. to be flown out of Port Radium for Edmonton in April, 1934.



The largest single load of fur was flown out of the North-West Territory in 1934. This load, which is shown above, weighed 1,840 lb. and was worth \$125,000.



**BACKGROUND** (Continued from Page 19)  
 than not an M.A.S. pilot is enlisted as a "personal shopper" by some northern housewife, who asks him, on his return to Edmonton, to pick up for her three yards of pink calico or some such order. The aeroplane is the only way these trappers, traders, miners and prospectors can receive word from the "outside" during the Winter months. Regular mail trips are made throughout the year.

From the humble beginning in 1933, the company has grown rapidly. As it grew steadily, its foundations were strengthened and its operations were expanded under the guidance of its president, Mr. Brintnell. A fourth-generation Canadian, Brintnell was far-sighted enough, when Canada entered this present war, to see that his company could make an outstanding contribution to Canada's war effort. With the nod from the Dominion Government, he set up the company's Airport Division, an aircraft repair plant with 1,000 employees, mainly skilled mechanics. At this plant aircraft are assembled and repaired. They are used by airmen from all corners of the earth who are gathered in the Dominion to train under the Empire Air Training Scheme. This is separate from the company's other plant, employing 60 men, that looks after the commercial aircraft of the company.

Even greater growth is predicted by Mr. Brintnell. Modern airfields throughout the Northland within a matter of two years is not improbable. With that would come "beam" stations, stewardesses and all the facilities that modern aviation musters to-day.

Meanwhile the company works hard to pry loose the bond holding Canada's Northern wealth. When these bonds are prised fully away it will mean untold natural resources and wealth for this Dominion of the British Empire. When this is accomplished, much of the credit will belong to the men and machines of Mackenzie Air Service, Ltd., for their pioneering efforts in this vast area.



Above, R. C. Randall, Operations Manager at the Fort McMurray Base. He is wearing the uniform worn by pilots of the Mackenzie Air Service for the past three years.

On the left, a close-up of the combined ski-wheel landing-gear developed by Mackenzie Air Service, Ltd., and used on all their aircraft. This gear permits a quick change-over from wheel to ski or vice versa as no dismantling is needed.

# Cutographs

W. L. Brintnell

Christie

Jack Moar

R. C. Randall  
 R. J. Gibb

Jack Bower  
 Geo. D. Taylor





